
Report to

Cabinet Member (Urban Regeneration and Regional Planning)

24 June 2005

Report of

Director of City Development

Title

PrimeLines - Butts/ Albany Road Bus Priority Scheme

1 Purpose of the Report

- 1.1 The purpose of this report is to ask for approval to proceed with the necessary Traffic Regulation Orders and note that the Compulsory Purchase of necessary third party land as part of the PrimeLines proposal is to be pursued.
- 1.2 The scheme is in the Sherbourne and St Michael's Wards.

2 Recommendations

- 2.1 Cabinet Member is recommended to;
 - a. Approve the principle of the proposed PrimeLines scheme for the Butts/ Albany Road
 - b. Authorise the making of the Windsor Street / The Butts Compulsory Purchase Order 2005 under sections 239, 240, 241 and 250 Highways Act 1980 in respect of the lands coloured pink and blue on the plan marked "Map referred to in the City of Coventry (Windsor Street / The Butts) Compulsory Purchase Order 2005" displayed at your meeting.
 - c. Authorise the advertising of the Order and submission to the Secretary of State for confirmation in accordance with the Acquisition of Land Act 1981.
 - d. Agree that, notwithstanding the previous recommendations; attempts continue to be made to acquire the interests by agreement.
 - e. Instruct the Director of Legal & Democratic Services to advertise the proposed Traffic Regulation Order in relation to the bus lanes on the Butts between the Ring Road and Windsor Street as detailed in Appendix 1;
 - f. Note the intention to revoke the Highway Improvement Lines on the southern side of the Butts and discharge and revoke the Highway Improvement Line on the northern side of Spon End on completion of the highway works.

3 Information/Background

- 3.1 On the 30th March 2004 Cabinet gave approval to implement the PrimeLines project, which consists of a series of five bus showcase routes.
- Foleshill Road
 - City Centre to Walsgrave Triangle
 - Tanyard Farm to Walsgrave Hospital via the City Centre (the east – west route)
 - City Centre to Willenhall
 - City Centre to University
- 3.2 Along with other parts of the network work is currently underway on the Tanyard Farm to Walsgrave Hospital corridor with upgrading of bus stops on Clifford Bridge Road, Tile Hill Lane and Jardine Crescent and projects have already been completed on Binley Road and Croft Road. As part of the overall package of work in this corridor the programme also includes a junction improvement at Spon End/ Hearsall Lane where although works have been delayed due to difficulties with the transfer of land, construction work is now underway.
- 3.3 The proposed scheme at the Butts should therefore be seen in the wider context of improvements to the whole route between Tanyard Farm and Walsgrave Hospital.

4 Proposal and Other Option(s) Considered

- 4.1 The initial proposal for the Butts was the provision of both inbound and outbound bus lanes through the current signalised intersection with Albany Road with the associated filling in of the pedestrian subway and its replacement with an at-grade crossing. Early in the planning stage it became obvious that local residents were keen to see the inclusion of traffic signals at the intersection of the Butts and Windsor Street. Detailed examination of the options indicated that this could be provided without loss of traffic capacity on the main road but would necessitate the removal of a number of mature trees.
- 4.2 Hence two options were prepared which were illustrated at a public consultation exhibition held in the area at the end of January. (Copies of these plans will be available at the Cabinet Member's meeting.) Leaflets had been circulated throughout the area in advance. A presentation of the options was also given to the Area Forum meeting on 19 January 2005.
- 4.3 The result of the consultation exercise showed a preference for the option that included the Windsor Street signalised junction and a letter from the resident's group confirmed this. In coming to this view there was concern regarding the loss of trees on the Butts but on balance the views of the respondents was that as long as semi-mature replacement trees were to be replanted then the signalised option was preferred. There was overwhelming support for the other measures including the infilling of the subway, the bus lanes, the camera systems and improved bus stops.
- 4.4 The recommended scheme as shown on Figure 1 consists of: -
- Provision of a bus lane inbound starting at the junction with Windsor Street to just short of the Croft Road roundabout.
 - Provision of a bus lane outbound just past the Ring Road roundabout to just beyond the junction with Albany Road
 - The subway will be filled in and pedestrian facilities incorporated into the traffic signals at the junction
 - Introduction of CCTV camera(s) at the junction of The Butts/ Albany Road to enable: -
 - a) the bus lane to be enforced
 - b) the traffic flows and the operation of the traffic signals to be monitored

- c) the security of passengers waiting at the bus stops can be safeguarded.
 - The provision of a new signalised intersection with Windsor Street
 - Improvements to the bus stops between Croft Road and Hearsall Common
 - Additional landscaping and trees
- 4.5 This proposal requires road widening which will be mostly from the footway/verge between Meadow Street and the Butts. In addition, a slight realignment of the road on the outbound section will see the area, which is currently the ramp for the subway, in front of The Butts College, being incorporated into the carriageway up to the existing bus lay-by.
- 4.6 The frontage of The Butts College and trees fronting the road on that side of the street will be unaffected.
- 4.7 The additional work required to enable the traffic signals to be installed at Windsor Street requires the widening and realignment of the inbound approach so that there can be two lanes of traffic at the stop line. This will require the use of a small part of the frontage of the Butts Retreat Public House, which is currently allocated to landscaping and car parking. This land is within the Highway Improvement boundary line as approved by Council in 1983.
- 4.8 The scheme, incorporating the traffic signals will require the removal of 5 mature and semi-mature trees, which would then be replaced by semi-mature trees of similar species on the same grass verge, closer to Meadow Street. It is expected that an additional 4 – 5 trees within a grass verge could be accommodated on the line of the subway ramp (which will be filled-in) on the north-east side of Butts. This arrangement has been made in collaboration with the City Council's Arboricultural Officer.
- 4.9 The consultation exercise also incorporated the proposals for enhanced bus stops/shelters between this scheme and Hearsall Common. All properties fronting the stop locations were contacted with details of the proposals. The proposals (and comments) are as follows:
- TF15, outside 96 Hearsall Lane, shelter – no comments
 - TF17, outside former Lister's Garage, Spon End, shelter – no comments
 - TF22 A&B, outside 27-33 Broomfield Mews, Spon End, 2 x shelters – objections have been received and will be dealt with by Centro and their appeals process.

Compulsory Purchase Orders

- 4.10 Following the completion of the consultation exercise attempts have been made to enter into a dialogue with the owners of the Butts Retreat Public House regarding the purchase of part of their frontage but despite several attempts to make contact they have not responded. It has therefore been decided to proceed with a Compulsory Purchase Order. Authority to adopt such an approach, if required, was set out in the original Cabinet Report of 30th March 2004.

Highway Improvement Lines

- 4.11 A highway improvement line (i.e. a line beyond which building is not permitted) was laid down along the length of the Butts in 1983. This was established in order to accommodate the potential widening of the whole of the Butts to dual carriageway. This concept is no longer part of the Council's strategy. Consideration has also be given to potentially extending the outbound bus lane across the frontage of the Butts Stadium however due to the very large costs associated with moving the statutory undertakers equipment (largely

fibre optic cables) it has now been decided that such an option is uneconomic. Hence it can now be determined that the Highway Improvement line on the southern side of the road is no longer required and once the designs have been finalised the Highway Improvement Lines will be formally revoked. The Highway Improvement Line on the Northern side of Spon End, largely associated with the Public House will be retained until such time, as the works are complete, when the improvement line will either be revoked or discharged.

5 Other specific implications

	Implications (See below)	No Implications
Area Co-ordination	✓	
Best Value	✓	
Children and Young People		✓
Comparable Benchmark Data		✓
Corporate Parenting		✓
Coventry Community Plan	✓	
Crime and Disorder		✓
Equal Opportunities		✓
Finance	✓	
Health and Safety	✓	
Human Resources		✓
Human Rights Act	✓	
Impact on Partner Organisations	✓	
Information and Communications Technology	✓	
Legal Implications	✓	
Property Implications	✓	
Race Equality Scheme		✓
Risk Management		✓
Sustainable Development	✓	
Trade Union Consultation		✓
Voluntary Sector – The Coventry Compact		✓

5.1 Area Coordination

The proposals will provide improved bus services into some of the priority Neighbourhoods in the city. There are no direct implications to the Area Co-ordination Service. They will however be kept informed of the proposal affecting their areas and they welcome and will provide support to the approach to consultation outlined.

5.2 Best Value

In preparing the bid to Government a detailed economic, financial and environmental assessment of the scheme had to be undertaken. Government subjected these assessments to detailed audit before the funding was released.

The assessments identified a general improvement in environmental conditions as increased bus usage reduced vehicle emissions. Accident savings amounted to a reduction of 120 accidents over the 30-year period of the assessment.

The assessments predicted:

- Bus usage would increase by 25% on each corridor
- Bus usage across the network would increase by 10% by 2011
- Public transport modal split to the City Centre would increase to 30% across the day
- There would be a significant increase in satisfaction levels of bus passenger users.

The scheme would also be programmed to integrate with a number of Corridor enhancement programmes.

5.3 Coventry Community Plan

The PrimeLines project impacts on:-

Key Theme	Priorities	First Steps
1 Jobs & Our Local Economy		<ul style="list-style-type: none"> • Improve physical access to jobs
8 Transport	We will work with providers to achieve easier, safer, sustainable and more accessible transport for everyone	<ul style="list-style-type: none"> • Increase the frequency and availability of bus services • Encourage more adults and children to walk cycle or use public transport to get to work and school • Increase opportunities for safer cycling and walking • Begin by making improvements in our priority neighbourhoods

5.4 Finance

The resource for the construction of the bus lanes has already been approved in the initial Cabinet Report of 30th March 2004 and as revised by the Cabinet Report of 10th May 2005.

The Cabinet report of 10th May 2005 (PrimeLines Progress Report) identified a number of funding streams for the whole of the PrimeLines Projects. In this case the costs of implementation of this scheme for Butts/Albany Road will be funded from the £8.5m allocation from the DfT for 2005/06. At the present time this proposal is being assessed in terms of cost. Officers will report back when this work has been completed.

5.5 Health & Safety

As part of the normal design process this scheme will be 'Safety Audited' to ensure that any foreseeable hazards are eliminated or adequately mitigated. As a result the designed scheme may differ in some respects from that consulted upon so far.

5.6 Human Rights Act

The compulsory acquisition of land by the state impacts on the right to hold property and to enjoy land without state interference. Such land can be acquired provided it is the public interest (as defined by the Human Rights Act) to do so and following a fair hearing. The

legal process governing compulsory purchase provides for a public inquiry before a government inspector and possible further review by the Courts and also provides for the payment of compensation.

5.7 Impact on Partner Organisations

The project is being delivered through close collaboration with the main bus operators, Centro and Coventry City Council. This has been facilitated by a voluntary partnership, The Coventry Public Transport Concordat. Further work is being undertaken to within the partnership to introduce a Statutory Quality Partnership. This would then ensure that all buses operating in the city would adhere to a defined standard and this would be matched with improved infrastructure on all of the bus routes. Hence every bus operating in the city would be to a common standard of low floor access, trained drivers, and GPS equipment.

5.8 Information and Communications Technology

The proposal includes the provision of CCTV camera to be used to carryout enforcement of the bus lanes, and monitor the traffic signal junction and the personal safety of passengers waiting at the bus stops.

5.9 Legal Implications

Except for the provision of bus stop signs, which are provided by the bus operators and Centro, the implementation of this project will largely involve the use of the Council's general highway and traffic management powers.

The Council regulates how traffic may use roads by means of Traffic Regulation Orders made under the Road Traffic Regulation Act 1984. This lays down a statutory consultation and public notice/objection process. Any objections received will need to be considered taken by the Cabinet Member (Urban Regeneration & Regional Planning).

The compulsory purchase of land permits an aggrieved landowner to object and to require a local public enquiry before the Compulsory Purchase Order is confirmed. Compensation calculated on a statutory basis is also payable.

Upon revoking a highway improvement line, the Council is required to notify any landowner affected and to amend its Local Land Charge record.

5.10 Property Implication

As set out in the previous section of the report the scheme requires a small parcel of land currently within the ownership of a third part and CPO powers will be used to acquire that land to enable the traffic signals at Windsor Street to be implemented.

5.11 Sustainable Development

The PrimeLines Bus project seeks to improve public transport to key destinations in a manner, which reduces congestion and provides better accessibility for all people. The proposal will improve the quality and reliability of the existing bus routes, thereby helping to make public transport more attractive.

6 Monitoring

- 6.1 The PrimeLines project includes the monitoring of bus patronage and traffic flows through the current programme of bi-annual traffic counts that are undertaken around the Core of the City Centre. Monitoring of overall vehicle speeds will now be possible through a programme of monitoring that has recently been established by the Department for Transport. Specific 'before and after surveys' have been established to monitor traffic

flows and journey times through this section of highway (in association with the current works at Spon End)

7 Timescale & Expected Outcomes

7.1 It is proposed that the Traffic Orders would be published shortly after the Cabinet Members meeting. Subject to these being approved it is proposed that works will commence in the autumn. Care will be taken to ensure that no temporary traffic restrictions are in place in the run up to Christmas.

7.2 It is likely that the CPO process will delay the ability to implement the Windsor Street traffic signals. However it is proposed that all other aspects of the work will be undertaken in a single phase such that once the CPO is confirmed the extent of the additional works will be minimised. Real time traffic information will be provided at the key shelters once the system becomes fully operational – likely to be some time in 2007.

7.3 The overall works could contribute to overall PrimeLines targets by the provision of: -

Bus Lanes - 461 m of bus lane (in and outbound)

Bus Stops: - Improve waiting environment (shelters) – 7 stops
 Information provision - 7 stops
 Number of bus stops on routes - 7

Traffic Signals: - 1 updated junction including pedestrian facilities plus 1 additional junction including Selective Vehicle Detection system

CCTV: - 1 or 2 cameras for traffic monitoring/bus lane enforcement/personal safety

	Yes	No
Key Decision		✓
Scrutiny Consideration (if yes, which Scrutiny meeting and date)		✓
Council Consideration (if yes, date of Council meeting)		✓

List of background papers

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Papers open to Public Inspection

Description of paper

Location

None

Proposed Traffic Orders**CITY OF COVENTRY (BUTTS) (BUS LANE) ORDER 2005**

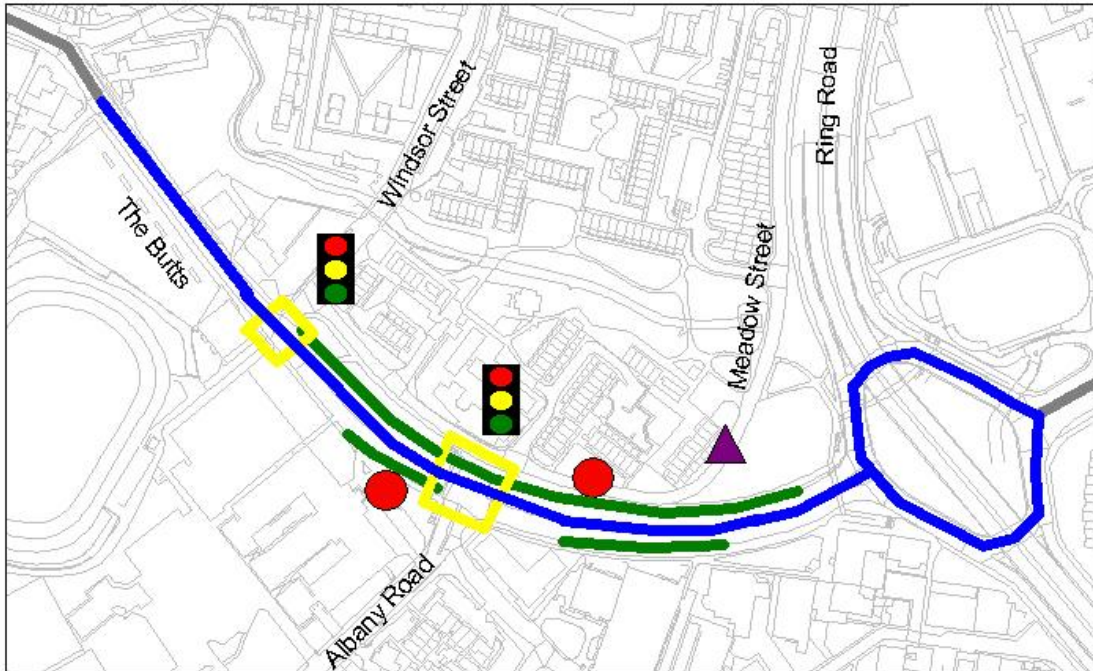
1. Save as provided in Article 3 of this Order no person shall cause or permit any vehicle to proceed in a south easterly in the near-side lane of the north east carriageway of Butts, hereby designated a Bus Lane from a point 10m south-east of it junction with Windsor Street to its junction with Butts Road and Albany Road. (A distance of 120 metres).
2. Save as provided in Article 3 of this Order no person shall cause or permit any vehicle to proceed in a north westerly in the near-side lane of the south-west carriageway of Butts, hereby designated a Bus Lane from it junction with Butts Road and Albany Road to a point 50m north-west of that junction. (A distance of 50 metres).
3. Nothing in Article 1 and Article 2 of this Order shall apply to:-
 - a buses
 - b pedal cycles
 - c any vehicle being used for police, fire or ambulance service purposes in circumstances of an emergency
 - d any vehicle being used for:-
 - i the removal of any obstruction to traffic
 - ii the maintenance, improvement or reconstruction of the length of road
 - iii the laying, erection, alteration or repair of any sewer, main, pipe or apparatus for supply of gas, water, electricity or of any telecommunication apparatus
 - iv the repair, replacement, maintenance or cleaning of any bus stop shelter
 - e any local authority, water or sewage undertaker in pursuance of statutory powers or duties
 - f Licensed Hackney Carriages and Licensed Private Hire Vehicles

CITY OF COVENTRY (BUTTS ROAD) (BUS LANE) ORDER 2005

1. Save as provided in Article 3 of this Order no person shall cause or permit any vehicle to proceed in a north westerly in the near-side lane of the south-west carriageway of Butts Road, hereby designated a Bus Lane from a point 55 metres west of its junction with the Ring Road/ Croft Road to a point 54 metres west of its junction with Butts and Albany Roadto. (A distance of 125 metres).
2. Save as provided in Article 3 of this Order no person shall cause or permit any vehicle to proceed in a south easterly in the near-side lane of the north east carriageway of Butts Road, hereby designated a Bus Lane from its junction with Butts Road and Albany Road to a point 20 metres west of its junction with the Ring Road/ Croft Road. (A distance of 195 metres).
3. Nothing in Article 1 and Article 2 of this Order shall apply to:-
 - a buses
 - b pedal cycles
 - c any vehicle being used for police, fire or ambulance service purposes in circumstances of an emergency
 - d any vehicle being used for:-
 - i the removal of any obstruction to traffic
 - ii the maintenance, improvement or reconstruction of the length of road
 - iii the laying, erection, alteration or repair of any sewer, main, pipe or apparatus for supply of gas, water, electricity or of any telecommunication apparatus
 - iv the repair, replacement, maintenance or cleaning of any bus stop shelter
 - e any local authority, water or sewage undertaker in pursuance of statutory powers or duties
 - f Licensed Hackney Carriages and Licensed Private Hire Vehicles

Figure 1

Option 2 - Signalised Junction at Windsor Street and longer bus lane



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-  Bus Stop Location
-  Showcase Route
-  Bus Lane
-  Junction Improvements
-  Consultation Location
-  New/Improved pedestrian crossing